

with a gesture of mingled disappointment and contemptuousness that layng the charge. "It's not *the* *steamer*, *Brownie*! We want *steamer Brownie!*" Of course, the proceedings could not be interrupted, much as the company sympathized with the gallant old *Husker*. Someone in authority gently remonstrated, and begged him, by name. This fired the old man's anger, and hot and strong came the words he doth best, but I'll not tell you! And then, with all the old life consuming him within, he shouted excitedly, "Keep your hands off me!" It was a trying, yet an affecting scene, this splendid old war dog begging for the appearance of his comrade, brooking no interference, and standing erect and undaunted in face of all. There is something for our hearts to reflect upon here. The old dog *free* from the grisly old warrior, "Keep your hands off me," will ring in the ears of those who were present for many a day to come.

SHIPPING REPORTS.

The British steamer *Wing Hong*, from Swatow 18th Dec., had fresh N.E. breeze and moderate following sea.

The British steamer *Wufu*, from Harry 2nd Nov., had moderate to fine weather all the way to Singapore; hence used strong to moderate gales upon all up the China Sea.

The British steamer *Loosak*, from Bangkok 11th Dec., had light easterly winds and smooth seas to Pulo Obi; from Pulo Obi to port strong N.E. winds and high sea.

The American schooner *Soule Cruz*, from Yap (Caroline Islands) 5th Dec., had fine weather to the Fallangtan passage; then heavy gales of wind from the northward, with heavy sea.

SHANGHAI SHIPPING.

ARRIVALS.

10. Sagami Maru, Jap. str., from Hongkong.
11. Intercolonial, French str., from Hongkong.
11. Chinese str., from Hongkong.
11. Vilseas, British str., from Foochow.
11. Ichou, British str., from Hongkong.
11. Matua, Spanish str., from Hongkong.
11. Tameo, Norwegian str., from Moji.
11. Leyouan, Chinese str., from Tongki.
11. Toonan, Chinese str., from Taiku.
11. Yungping, Chinese str., from Tientsin.
11. Hsienan, Chinese str., from Foochow.
11. Kinseng-kiang, Norwegian str., from Kobe.
11. Uruo, German str., from Kuchinotza.
12. Wachow, British str., from Tientsin.
12. Dahne, German str., from Hongkong.
13. Vulcan, Norwegian str., from Kobe.
14. Iuiping, Chinese str., from Tientsin.
14. Hsinyu, Chinese str., from Tientsin.
14. Mufo, Chinese str., from Hongkong.
14. Suyu, French str., from Hongkong.
December—DEPARTURES.

10. Tama, British str., for Chinkiang.
10. Clacyson, British str., for Hongkong.
10. Chingking, British str., for Tientsin.
10. Telman, British str., for London.
10. Malacca, British str., for London.
11. Nierstein, German str., for Yokohama.
11. Liyuan, Chinese str., for Chinkiang.
11. Shanghaikang, British str., for Chusan.
11. Hsien, Chinese str., for Tientsin.
11. Fungshan, Chinese str., for Amoy.
11. Apurale, German str., for Nagasaki.
11. Aiel, Norwegian str., for Kobe.
12. Kobo Maru, Japanese str., for Japan.
12. Canton, British str., for Swatow.
12. Yungping, Chinese str., for Chinkiang.
12. Nanchow, British str., for Chinkiang.
12. Hsien, Chinese str., for Chusan.
12. Hsien, Chinese str., for Tientsin.
12. Rohilla, British str., for Hongkong.
12. Hector, British str., for London.
12. Esing, British str., for Hongkong.
12. Picton, British str., for Nagasaki.
12. Tsocon, British str., for Korea.
12. Sagami Maru, Japanese str., for Kobe.
12. Chung, German str., for Taliwan.

COMMERCIAL INTELLIGENCE

CLOSING QUOTATIONS.

EXCHANGE

ON LONDON—
Telegraphic Transfer 2/11
Bank Bills on demand 2/11
Bank Bills at 30 days sight 2/11
Orts, at 4 months sight 2/11
Demand-Bills, one month's sight 2/11
On PARIS—
Bank Bills, on demand 2/68
Credits, at 4 months' sight 2/74
ON GERMANY—
On demand 2/17
ON NEW YORK—
Bank Bills, on demand 52
Orts, at 4 months' sight 53
On BOMBAY—
Telegraphic Transfer 184
Bank on demand 184
ON CALCUTTA—
Telegraphic Transfer 184
Bank on demand 184
ON SHANGHAI—
Bank at sight 724
Pewter, 30 days' sight 724
ON TOKIO—
On demand par.
ON MANILA—
On demand 7 per cent.
ON SINGAPORE—
On demand par.
SOVEREIGNS, Bank's Buying Rate—
GOLD LEAF, 100 fine, per tael 28

JOINT STOCK SHARES.

COMPANY. PAID UP QUOTATIONS
Bank of China \$125 183 p. c. prem.
Hongkong & Shauki \$125 183 p. c. prem.
China & Japan, prf. 21 nominal
Do, ordinary 21 22, buyers
Nanjing & Ningpo 28 28
Fins, Shares 28 28
Tobacco & China 156 105 sellers
Hongkong, 3rd May, 1895. [2244]

EXPORT CARGOES.

For steamer *Utopia*, sailed on the 18th December—For London—21,600 lbs. copper, 42,000 lbs. scented cedar, 2,070 lbs. scented orange peels, 500 cases ginger, 180 cases pepper, 150 bags white silk, 200 bags black silk, 100 bags tobacco, 120 bags cotton, 51 cases sugar, 5 cases bristles, 700 bags gunny, 26 packages medicinal res., 27 boxes perfume, 26 packages sundries, and 300 packages silk. For Liverpool—50 bags wheat, 200 bags flour, 12 cases ginger, and 200 packages sundries. For Glasgow—1 case cigars. For Hamburg—8 cases cigars.

For steamer *Tetum*, sailed on the 14th December—For London—1,520 bags hemp, 200 packages skins, 12 cases ginger, and 200 packages sundries.

HONGKONG TIDE-TABLE.

20th to 26th December.

	High Water	Low Water		
24 hr. from	Hongkong Mean Time	Height	Hongkong Mean Time	Height
Fri. 20	10 15 a.m.	1 15 p.m.	10 15 a.m.	1 15 p.m.
Sat. 21	2 12 a.m.	5 12 a.m.	5 12 a.m.	11 12 a.m.
Sun. 22	5 33 a.m.	8 33 a.m.	8 33 a.m.	2 33 a.m.
Mon. 23	11 55 a.m.	2 55 p.m.	2 55 p.m.	7 55 p.m.
Tue. 24	4 14 a.m.	7 14 p.m.	7 14 p.m.	12 14 p.m.
Wed. 25	1 30 a.m.	4 30 p.m.	4 30 p.m.	9 30 p.m.
Thur. 26	8 12 a.m.	11 12 a.m.	11 12 a.m.	4 12 a.m.

The height of mean sea-level measured from the tide-gauge at the Kowloon Tidal Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of the tide-gauge at the Kowloon Observatory, and the mean height of the tide at the same time, is 33.5 feet above sea level.

The heights in the Tables marked with a asterisk (*) are derived from the constant record of

NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO. LIMITED
NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW, MANCHESTER, LIVERPOOL, AND SINGAPORE
THE Company's Steamship

"KAI-SOW"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are ready to be landed and placed at their risk in the Kowloon and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will receive mark by mark an account can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, &c. ex s.s. "Parramatta".

From Calcutta ex s.s. "Pekin" and "Nobia".

From Persian Gulf ex s.s. "Mithun" and "Simsa".

Optional goods will be landed here unless instructions given to the contrary before 4 P.M. To-day.

Cargo not cleared by the 2nd instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the undersigned or to before the 25th inst., after which no claim will be recognized.

Optional cargo will be forwarded unless notice to the contrary be given before 5 o'clock p.m. To-day.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & CO., Agents.

Hongkong, 14th December, 1895. [2627]

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GLANGONGSHIRE"
FROM HAMBURG, ANTWERP,
LONDON, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where each Consignee will be entitled to receive delivery may be obtained.

Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the Shire Line must be presented to me or to my agent on or before the 20th instant to be recognized.

All broken, chafed, and damaged Goods will be left in the Godown, where they will be examined on the 20th instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO., Agents.

Hongkong, 14th December, 1895. [2551]

FROM HAMBURG, PENANG, AND
SINGAPORE.
THE Steamship

"GERDA".

Captain J. Ehrler, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned before the 20th instant to enable delivery to be made.

Optional cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SLEMMON & CO., Agents.

Hongkong, 14th December, 1895. [2618]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, VENICE, PORT SAID,
SUEZ, JEDDAH, SUAKIN, MASSA,
AL KHOBRA, ADEEN, BOMBAY,
COLOMBO, PENANG, AND SINGA-
PURA.
THE Steamship

"VINDOBONA".

Consignees of cargo are hereby informed that their Goods are being landed at the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

This vessel brings on cargo:-

From Calcutta ex s.s. "Agate", transhipped at Colombo.

From Trieste ex s.s. "Imperial", transhipped at Brindisi.

From Venice ex s.s. "Carlotta", transhipped at Trieste.

From Odessa ex s.s. "Pocidou", transhipped at Port Said.

Optional cargo will go on to Shanghai unless notice to the contrary is given before noon To-morrow.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER & CO., Agents.

Hongkong, 14th December, 1895. [2646]

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of passengers is directed to the very cheap rates offered by this Line on the Pacific Coast and to the interior and eastern cities of the United States and Canada and to Europe.

HONGKONG TO LONDON \$400.

Excellent accommodations. First class Table, Deck, Staterooms carried.

HONGKONG TO NEW YORK \$220.

The railroad traveling is said to come on the American continent. Magnificent scenery of Rockies and Cascades Mountains.

The Yellowwood National Park route.

Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$255.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration)

HANKOW 3,594 Tuesday ... | Dec. 24.

TACOMA 2,549 Tuesday ... | Jan. 14.

VICTORIA 3,107 Tuesday ... | Feb. 11.

HANKOW 3,594 Friday ... | Mar. 10.

TACOMA 2,549 Tuesday ... | Apr. 7.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND
SINGAPORE.
THE Company's Steamship

"KUTSANG".

Having arrived from the above ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk in the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary is given before noon To-morrow.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 20th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 1st prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., General Managers.

Hongkong, 14th December, 1895. [2649]

"GLEN" LINE OF STEAM PACKETS.

FROM MIDDLESBOROUGH, LONDON,
AND STRAITS.

THE Steamship

"GLENESK".

Having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk in the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary is given before noon To-morrow.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 1st prox., otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & CO., Agents.

Hongkong, 14th December, 1895. [2666]

THE PALATINE INSURANCE
COMPANY, LIMITED,
OF MANCHESTER.
MODERATE RATES!
PROMPT SETTLEMENTS!

CAPITAL PAID UP

GENERAL AGENTS

FOR FIRE AND ACCIDENT INSURANCES.

A. H. RENNIE

NOTICE TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"KAISER-LIHDH".

FROM BOMBAY, COLOMBO,
AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Godown and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignee will receive mark by mark an account can be obtained as soon as the goods are landed.

This vessel brings on cargo:-

From London, &c. ex s.s. "Parramatta".

From Calcutta ex s.s. "Pekin" and "Nobia".

From Persian Gulf ex s.s. "Mithun" and "Simsa".

Optional goods will be landed here unless instructions given to the contrary before 4 P.M. To-day.

Cargo not cleared by the 2nd instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godown and notice of same given to the undersigned or to before the 25th inst., after which no claim will be recognized.

Optional cargo will be forwarded unless notice to the contrary is given before 5 o'clock p.m. To-day.

For Freight and further particulars, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 5th December, 1895. [2593]

GENERAL AGENTS

FOR THE CHINA TRADE.

GENERAL AGENTS